



Appendix 01: Car And Cycle Strategy Report 02

29 July 2024



HARTFIELD PLACE, SWORDS ROAD, WHITEHALL RESIDENTIAL DEVELOPMENT - AMENDMENT CAR AND CYCLE STRATEGY REPORT 02

POST LRD STAGE 01

30 JULY 2024

C+W O'BRIEN
ARCHITECTS

1.0 Introduction

1.1 Development Team

Developer

EW Property Limited

Project Managers

Corcom Development Partners

Architect

C+W O'Brien Architects

Planning Consultant

McGill Planning Ltd

Landscape Architect

Parkhood Landscape Architects

Fire / DAC Consultant

Maurice Johnson & Partners

Daylight/Sunlight Consultant

IN2

Civil Engineering Consultants

JOR Civil and Structural Engineers

Traffic and Transport Consultants

Punch Consulting Engineers

Tunnel Impact Assessment

AGL Geotechnical Engineers



Aerial Image of Site and Surrounding Context



1.0 Introduction

1.2 Development

Car & Cycle Strategy Report: Version 02

This cycle provision report has been prepared by CW O'Brien Architects on behalf of EW Property Limited to respond to queries raised during the LRD s247 stage meeting regarding the location, access and quantum of cycle parking spaces provided within the scheme.

This report also addresses queries raised by DCC traffic and transport department following submission of Version 01 of this report.

The planning application is for amendments to a permitted residential development located at 'Hartfield Place', Swords Road, Whitehall, Dublin 9.

The permitted scheme was granted as a Strategic Housing Development SHD planning application granted under An Bord Plenala reference number 'ABP-313289-22' for 443no. apartments, crèche and associated site works subject to conditions.

As noted in this LRD s247 application information this application is solely for amendments to Blocks A, B, C, D and E.

Blocks F and G are soon commencing construction.

This report aims to focus solely on the elements of the scheme Blocks A to E, which have been amended from the previously granted scheme.

| | |
|--------------|--------------|
| Project Code | PE18138 |
| Created By | AM |
| Checked By | DOD |
| Issue Type | Version 02 |
| Issued On | 30 July 2024 |

Development Description

The development will consist of

LRD Application for amendments to permitted development ABP 313289-22 for Apartments, Crèche and Associated Works at a site at 'Hartfield Place', Swords Road, Whitehall, Co. Dublin.

The proposed amendments include the replacement of the permitted basement with a semi-basement under blocks D and E only.

This will result in an increase in height of blocks D and E, with minor increase to block B height, alteration to and reduction of the number of car parking spaces on site, alteration to the cycle parking locations, and changes to the open space layout.

Amendments to the internal layout of Blocks A,B,C,D,& E resulting in the increase in the total number of units by 29 units, with an overall total of 334 units.



1.0 Introduction

1.3 Response to DCC Comments

i. To provide complementary bicycle parking infrastructure, for example: a bicycle maintenance / repair area etc.

We have included a bicycle maintenance/repair facility within the largest cycle store located within the semi basement of Blocks D/E.

Please refer to drawing prepared by C+W O'Brien Architects:

PE18138-CWO-BIKE-ZZ-DR-A-0020_BIKE STORE 1

PE18138-CWO-BIKE-ZZ-DR-A-0021_BIKE STORE 2

ii. Need to see a design response to the five core principles of the cycle design manual. In particular, increasing the directness to / from cycle spaces.

The cycle parking infrastructure has been design to cater for the needs of people who will use the cycle parking facilities and also attract the new residents to use the cycle network.

The below outlines how the scheme achieves the five main requirements for cycle friendly infrastructure from the Cycle Design Manual.

1 - Safety

Actual Safety: The cycle parking facilities have been designed to be safe for people of all ages and abilities to use.

Perceived Safety: The entrances and associated routes to the bicycle stores are provided with passive surveillance from the buildings overlooking them. All routes will be provided with adequate street lighting. The routes will provide clear access for ease of use for the bicycle parking facilities. The cycle stores are designed in various locations around the scheme to provide easy access and use.

2 - Coherence

The proposed cycle routes are connected and easy to navigate along the Swords Road and internal development routes. These routes are illustrated in Section 2.3 and 2.4 of the Car and Cycle Strategy Report.

C+W O'Brien has provided details of the proposed signing and wayfinding throughout the development to enable ease of navigation for both residents and visitors.

3 - Directness

The cycle parking facilities have been specifically weighted to maximise directness to the principal desire line for the development, i.e. the southwest corner of the site to enable connectivity to Swords Road and associated existing (and future) cycle networks.

The directness and ease of access for cyclist compares favourably to the alternative private motor vehicles that must take a more circuitous route withi the development – be it basement or at-grade car parking.

Filtered permeability and adequacy of routes for cyclists (mounted or dismounted) has been prioritised throughout the site to enable the most direct routes to the principal onward journeys associated with Swords Road.

4 - Comfort

The cycle facilities have been designed for comfortable use. This has factored into the design parameters:

- i) Width: The width of cycle routes being suitable for all users (i.e. pedestrians, cyclists, non-standard cyclist vehicles, shared use, emergency service access). Refer to Items 4 and 5 below.
- ii) Gradients: The gradients throughout the cycle network not excessive (<5%). Refer to Item 10 below.
- iii) Stoppages and Delays: These have been minimised through the illustrated cycle network routes (refer to Car and Cycle Strategy Report for illustration). Any stoppages or delays are intentional with demounting of cyclists required in the interest of pedestrian and communal functionality of open spaces.
- iv) Surfacing: All surfaces will be smooth and well drained.
- v) Shelter: All resident parking is facilitated in secured and covered cycle parking facilities.
- vi) Maintenance: All facilities will be regularly cleaned and maintained by the development's management company.

5 - Attractiveness

The cycling experience throughout the development has been designed to be pleasant, safe and attractive to encourage cyclist activity and a positive modal shift to this sustainable transport mode. The majority of the proposed cycle routes coincide with the communal open space and/or landscaped sections of the development. Refer to Section 2.3 and 2.4 of the Car and Cycle Strategy Report for illustration.

The safe and direct access to/from the generous cyclist facilities within the development are key in achieving this attractiveness.

iii. Cycle routes should be designed with appropriate lighting, surfacing and drainage that ensures they are useable at all times and in all seasons. Information on this is required.

Appropriate lighting will be provided along all cycle routes. A buff coloured resin will be used for the surfacing for the active travel facility. Please refer to IN2 and JOR for lighting and drainage information.



1.0 Introduction

1.4 Response to DCC Comments

- iv. All routes to / from the public road must be capable of accommodating the ‘Universal Design Bike’ dimensions are 2.8m long and 1.2m wide.**

All routes are 1.8m wide or in excess of this. The active travel facility is 4m wide and the fire tender route is a minimum of 3.7m wide with a wider allowance to facilitate the necessary turning.
- v. Shared active travel routes within the site should be a minimum of 4m in width.**

All routes are 1.8m wide or in excess of this. The active travel facility is 4m wide and the fire tender route is a minimum of 3.7m wide with a wider allowance to facilitate the necessary turning. Refer to Park Hood Drawings for illustration.
- vi. Separate scaled drawings of the proposed bicycle parking store in the context of Section 6.5.5 ‘Summary of Parking Layout Dimensions’ of the Cycle Design Manual, September 2023.**

CWOB have prepared separate scaled drawings for each of the two primary bicycle stores, the first located within the southern end of the communal amenity space and the second located within the semi-basement of Blocks D and E. There is a small bicycle store located within ground floor level of Blocks A, B and C which will be shown on the ground floor GA plans for these buildings.
- vii. Concern with the length of journey, and number of doors from the public road to spaces within the semi-basement for Block D and Block E.**

The layout of the bicycle store within the semi-basement of Block D and E has been revised and the number of doors reduced to two number double fire doors for ease of use.
- viii. Not clear whether cycling is permitted within the semi-basement.**

The layout of the bicycle store within the semi-basement of Block D and E has been revised so cyclist have no longer any need to pass through the car parking zone.
- ix. Clarify the gradients from the public road to the bicycle parking. Should be no greater than 5%.**

We confirm that the gradients from the public road to the bicycle parking areas are no greater than 5%.
- x. Shower / Changing / locker facilities for the commercial / cultural units. (Section 3.2 of the Development Plan)**

Shower/changing facilities have been incorporated adjacent to the gym within the internal communal amenity space at the first floor level of Block A. Also a UAWC has been provided within the creche to provide shower/changing facilities for the staff.

Please refer to drawing prepared by C+W O’Brien Architects:
PE18138-CWO-BA-00-DR-A-1000 Block A - Level 00
PE18138-CWO-BA-01-DR-A-1001 Block A - Level 01
- xi. Detailed drawings of each bicycle parking room - showing compliance with the CDM and Development Plan.**

See vii above. Punch to comment on CDM/Dev plan requirements and provide response.
- xii. 5% of bicycle parking should be provided for larger non-standard cycles so that they can be used by disabled people with adapted cycles and other people using tandems, child trailers, cargo bikes and tricycles.**

5% of residents cycle parking has been provided for larger non-standard cycles. 28no. Cargo spaces secured on Lower Grpud floor. Also, 5% of visitor cycle parking is for nonstandard bikes. 14 no. Cargo spaces have been provided at grade within the landscape plan.

2.0 Cycle Strategy

2.1 Cycle Parking Requirements

Cycle Parking Requirements

Sustainable Urban Housing: Design Standards for New Apartments (July 2023)

Section 4.15 to 4.19 of the Sustainable Urban Housing: Design Standards for New Apartments (July 2023) outlines the requirements for communal bicycle parking and storage.

These outline the following;

The accessibility to, and secure storage of, bicycles is a key concern for apartment residents and apartment proposals must respond accordingly to the requirements below in their design and provision of cycle storage facilities. Requirements of these guidelines include:

Location

Cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather.

Quantity

A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.

Design

Cycle storage facilities shall be provide in a dedicated facility of permanent construction, preferably within the building footprint or, where not feasible, within an adjacent or adjoining purpose built structure of permanent construction. Cycle parking areas shall also be designed so that cyclists feel personally safe - secure cage/compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents. Effective security for cycle storage is also

maximised by the provision of individual cycle lockers and it is best practice that planning authorities ensure that either secure cycle cage/compound or preferably locker facilities are provided.

Management

An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking, in particular, avoiding arrangements that lead to a significant number of lockers being left locked whilst empty for instance. Cycle parking shall be the subject of a funded maintenance regime that ensures that facilities are kept clean, free of graffiti, well-lit and the parking equipment will be properly maintained. It is essential, therefore, that as far as possible cycle parking is low maintenance, easy to use and easy and attractive to use by residents.

The proposed cycle parking within the scheme are being designed to comply with these requirements.

DCC Development Plan 2022-2028

Cycle parking quantum as defined by requirements outlined in the DCC Development Plan 2022-2028, Appendix 5, Section 3.1, Table 1.

The table below outlines the DCC Development Plan Cycle Parking Standards & Proposed Numbers provided:

| Type | No units | Requirement | Total Requirement |
|------------------------------------|----------|--|---|
| Residential Apartment (Blocks A-E) | 334 | Long term - 1 per bedroom Short term - 1 per 2 no. apartments | 548 Long Term (incl 28 Cargo Bikes) + 168 Short Term = 716 |

Cycle Manual (July 2023)

Section 2.3.1 Universal Design Vehicle notes the following:

"To ensure cycle facilities are accessible to all users, it follows that cycle facilities must be designed to cater for all the different types of cycle vehicles in use.

As these vehicles come in different shapes and sizes, the concept of a 'Universal Design Cycle' should be used for design purposes. The universal design vehicle represents a composite of all the cycles that may reasonably use the cycle network.

The dimensions of the Universal Design Cycle are 2.8m long and 1.2m wide. Designing the cycle network based on these vehicle dimensions will ensure that facilities are accessible to all."

The proposed cargo bicycle parking spaces have been sized to comply with the above requirements.

Section 6.3. Universal Access notes the following:

"A proportion of the cycle parking (typically 1 space per 20 or 5%) should be provided for larger non-standard cycles so that they can be used by disabled people with adapted cycles... and other people using tandems, child trailers, cargo bikes and tricycles. Spaces for larger cycles should be provided in the most accessible locations, for example near to the accessible car parking spaces."

5% of the total residents bicycle parking spaces are provided as cargo/universal design cycle spaces.



2.0 Cycle Strategy

2.2 Cycle Parking Overview

Residents Cycle Parking Overview

The layout below illustrates the location of the entry route for pedestrians and cyclists into the site. The location of the residents bicycle parking areas within the site are also tagged.

The new proposals for cycle parking for Blocks A-E is summarised as follows:

| Blocks A-E | Quantity |
|------------------------------|----------|
| Semi Basement Block D&E | 320 |
| Ground Floor Block A | 48 |
| Ground Floor Block B | 24 |
| Ground Floor Block C | 54 |
| Ancillary Building | 108 |
| Surface/Landscape (Visitors) | 275 |
| TOTAL | 829 |



Current LRD Application: Proposed Site Plan - Ground Floor

Site Boundary Outlined In Red

2.0 Cycle Strategy

2.2 Cycle Parking Overview

Current LRD Proposed Layout: Lower Ground Floor Level



Current LRD Application: Proposed Lower Ground / Semi Basement Plan

Resident Bicycle Store Locations



VIEW 01 Residents Cycle Parking Under Courtyard Garden: Sketch
Entrance Adjacent to Block C North Elevation



VIEW 02 Residents Cycle Parking Under Courtyard Garden: Sketch
Entrance Adjacent to Block E South Elevation

It should be noted that drawings within this document are not to scale



2.0 Cycle Strategy

2.3 Visitor Cycle Parking



| Legend | |
|--------|---|
| | Pedestrian/De-mounted Cyclist Entrance |
| | Residential Cycle stands |
| | Cycle Route Access from Swords Road |
| | Semi-Basement access |
| | Cycle store access |
| | Pedestrian/ De-mounted Cycle route |
| | 4.0m wide shared active travel facility |
| | Cycle store |

| | |
|------------|--|
| 1 | 48 No. (24 X 2) Residential Cycle parking spaces |
| 2 | 24 No. Residential Cycle parking spaces |
| 3 | 54 No. Residential Cycle parking spaces |
| 4 | 320 No. Residential Cycle parking spaces |
| 5 | 108 No. Residential Cycle parking spaces |
| 6 | 96 No. Residential Cycle parking spaces |
| Total= 650 | |



Residential cycle stands required - 548
 Residential cycle stands provided Block A-E = 554
 Residential cycle stands provided Block A-G = 650

The Residential Cycle parking is located within Block A,B,C, D and E. Two further cycle stores are located in the communal open space and adjacent to Block E which includes facilities for Cargo Bikes. A further four cycle stores were included in the original application for Blocks F and G.

The majority of the cyclists will be travelling south towards Drumcondra, therefore the main point of access for cyclists will be from the southern end of the site. This will allow for cyclist users to easily access the residential cycle store provided in the northern side of Block C. Generous space has been provided for residents to disembark their bike and walk alongside any pedestrians using the site.

There will also be a volume of cyclists entering the site north of Block A from DCU and GAA pitch.

The Semi Basement can be easily accessed from the southern road via the south of Block E.

2.0 Cycle Strategy

2.4 Residential Cycle Parking



Legend

- Visitor Cycle stands
- Cycle Route Access from Swords Road into the site
- Pedestrian/ De-mounted Cycle route
- 4.0m wide shared active travel facility
- Cycle store

Visitor cycle parking required - 275 No.
Visitor cycle parking provided - 275 No.
Visitor non standard parking provided - 14 No.
Visitor standard provided - 261 No. (131 stands)

The Visitor Cycle parking has been evenly distributed throughout the application site allowing visitors to leave their bike in close proximity to each block.

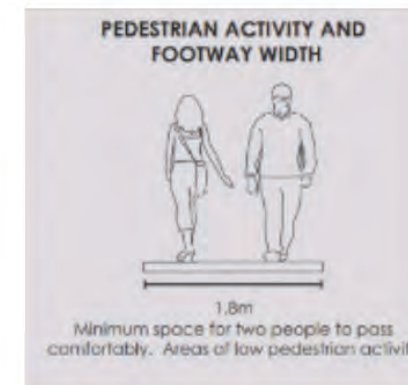
Visitor Cycle parking has been located adjacent to the incidental open space and therefore increasing the usability of the central communal open space.

No cycle access will be available via the car park access ramp.

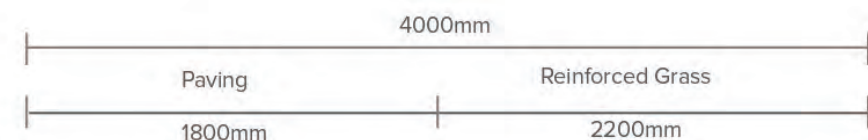
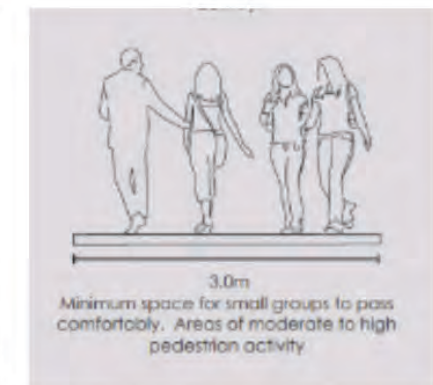
Cyclists will need to disembark at the entrance of the communal open space and walk their bike towards the



▲ Sheffield Cycle Stands



▲ Extract from design manual for Urban Roads and Streets



▲ Reinforced Grass offers additional space for dismounted bikes / pedestrians to overtake when traversing the site

2.0 Cycle Strategy

2.5 Block A residents Cycle Parking

Block A Cycle Parking Requirements

Block A
The residents bicycle storage is proposed within a dedicated bicycle storage room located at ground floor level of the building adjacent to the primary residential entrance as highlight on the adjacent graphic.

A total of 96no standard bicycle parking spaces are required for Block A residents.

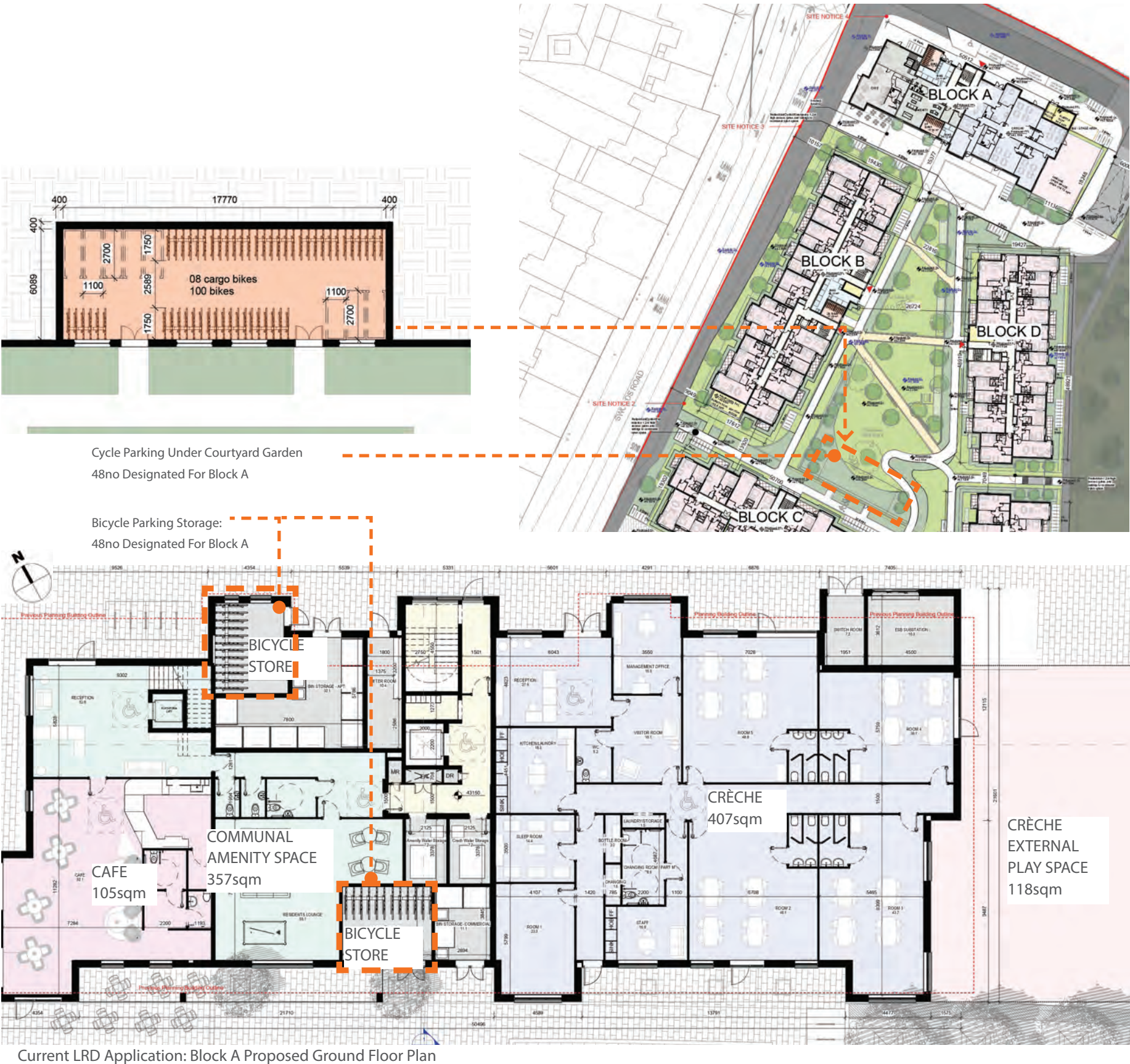
50no of these are located within the ground floor of the block A and the remaining 46 are provided within the bicycle store within the communal courtyard.

| Block A LRD Application Units Provided: | | |
|---|--------------|-------|
| | Number Units | % Mix |
| Studio | 0 | 0% |
| No. 1 Beds | 25 | 44% |
| No. 2 Beds | 25 | 44% |
| No. 3 Beds | 7 | 12% |
| Total Units | 57 | 100% |

| | |
|------------------------|-----|
| Dual Aspect Percentage | 63% |
|------------------------|-----|

| Block A LRD Application Bicycle Parking Spaces Required: | | |
|--|------------------------|--|
| | Number Bike Spaces Req | |
| Studio | 0 | |
| No. req for 1 Beds | 25 | |
| No. req for 2 Beds | 50 | |
| No. req for 3 Beds | 21 | |
| Total Cycle Spaces | 96 | |

| | |
|-----------------|----|
| Standard Cycle: | 91 |
| 5% Cargo: | 5 |



2.0 Cycle Strategy

2.6 Block B residents Cycle Parking

Block B Cycle Parking Requirements

Block B
The residents bicycle storage is proposed within a dedicated bicycle storage room located at ground floor level of the building adjacent to a primary residential entrance as highlight on the adjacent graphic.

A total of 120no standard bicycle parking spaces are required for Block B residents.

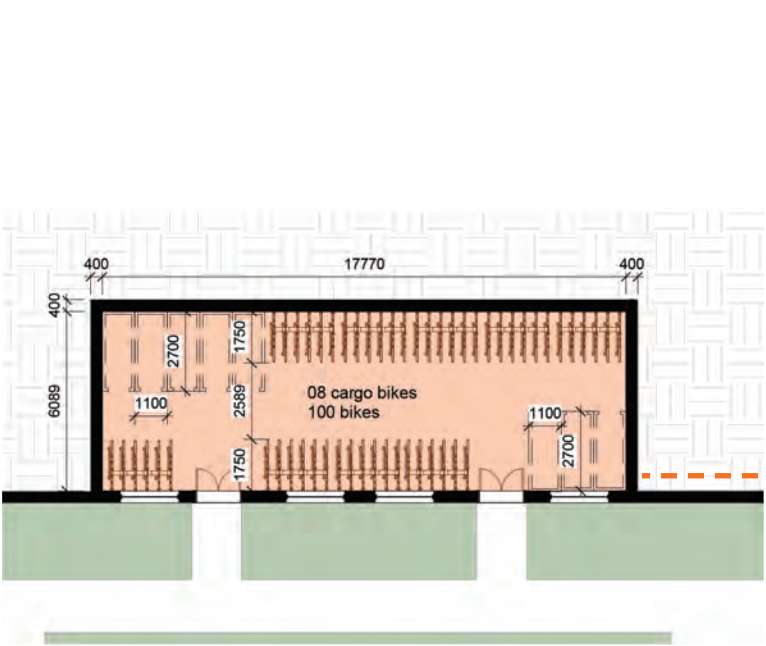
36no of these are located within the ground floor of the block B and the remaining 43 are provided within the bicycle store within the communal courtyard. The remaining 41 are located within the bike store between Block C and Block E.

| Proposed LRD Application | | |
|--------------------------|--------------|-------|
| | Number Units | % Mix |
| Studio | 0 | 0% |
| No. 1 Beds | 37 | 48.7% |
| No. 2 Beds | 34 | 44.7% |
| No. 3 Beds | 5 | 6.6% |
| Total Units | 76 | 100% |

| | |
|------------------------|-----|
| Dual Aspect Percentage | 70% |
|------------------------|-----|

| Block B LRD Application Bicycle Parking Spaces Required: | | |
|--|------------------------|--|
| | Number Bike Spaces Req | |
| Studio | 0 | |
| No. req for 1 Beds | 37 | |
| No. req for 2 Beds | 68 | |
| No. req for 3 Beds | 15 | |
| Total Cycle Spaces | 120 | |

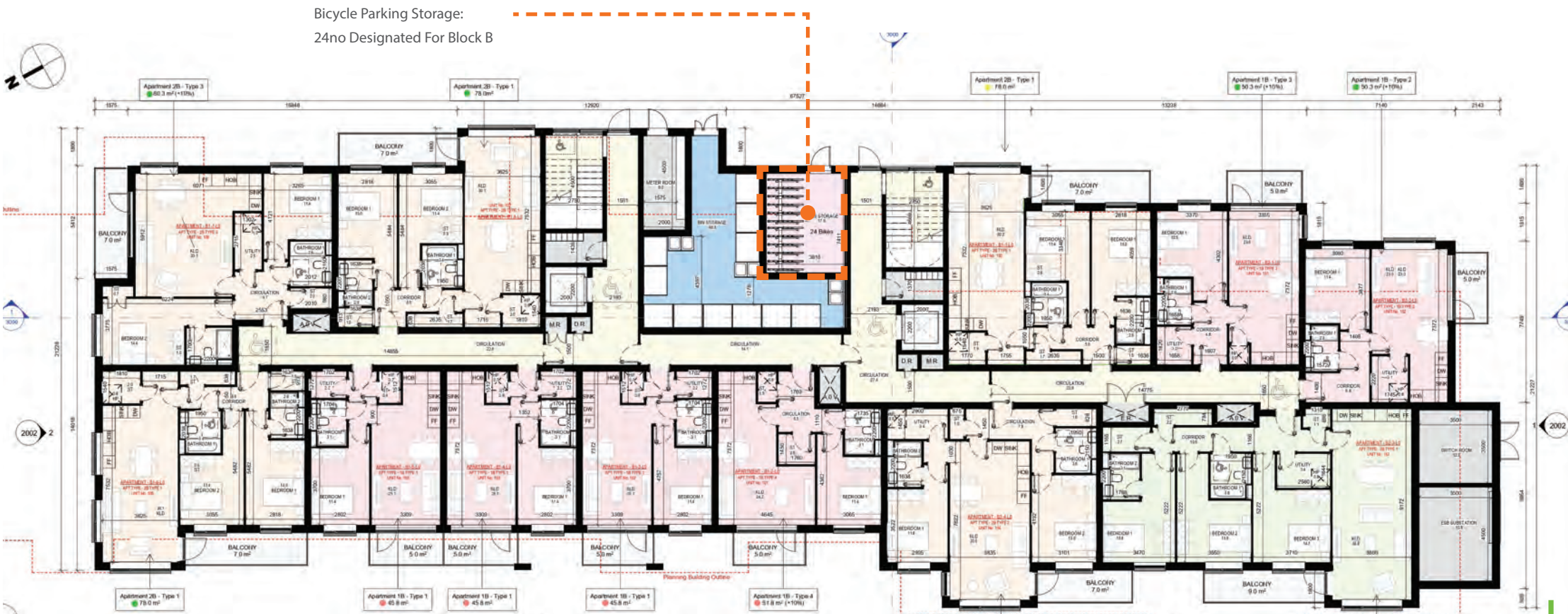
| | |
|-----------------|-----|
| Standard Cycle: | 114 |
| 5% Cargo: | 6 |



Cycle Parking Under Courtyard Garden
90no Designated For Block B



Bicycle Parking Storage:
24no Designated For Block B



Current LRD Application: Block B Proposed Ground Floor Plan

2.0 Cycle Strategy

2.7 Block C residents Cycle Parking

Block C Cycle Parking Requirements

Block C

The residents bicycle storage is proposed within a dedicated bicycle storage room located at ground floor level of the building. The store entry doors are located adjacent to the primary residential entrance as highlight on the adjacent graphic.

A total of 82no standard bicycle parking spaces are required for Block C residents.

48no of these are located within the ground floor of block C and the remaining 34 are provided within the bike store between Block C and Block E.

| Proposed LRD Application | | |
|--------------------------|--------------|-------|
| | Number Units | % Mix |
| Studio | 0 | 0% |
| No. 1 Beds | 23 | 43% |
| No. 2 Beds | 25 | 47% |
| No. 3 Beds | 5 | 09% |
| Total Units | 53 | 100% |

| | |
|------------------------|-----|
| Dual Aspect Percentage | 64% |
|------------------------|-----|

| Block C LRD Application Bicycle Parking Spaces Required: | | |
|--|------------------------|--|
| | Number Bike Spaces Req | |
| Studio | 0 | |
| No. req for 1 Beds | 23 | |
| No. req for 2 Beds | 50 | |
| No. req for 3 Beds | 15 | |
| Total Cycle Spaces | 88 | |

| | |
|-----------------|----|
| Standard Cycle: | 84 |
| 5% Cargo: | 4 |

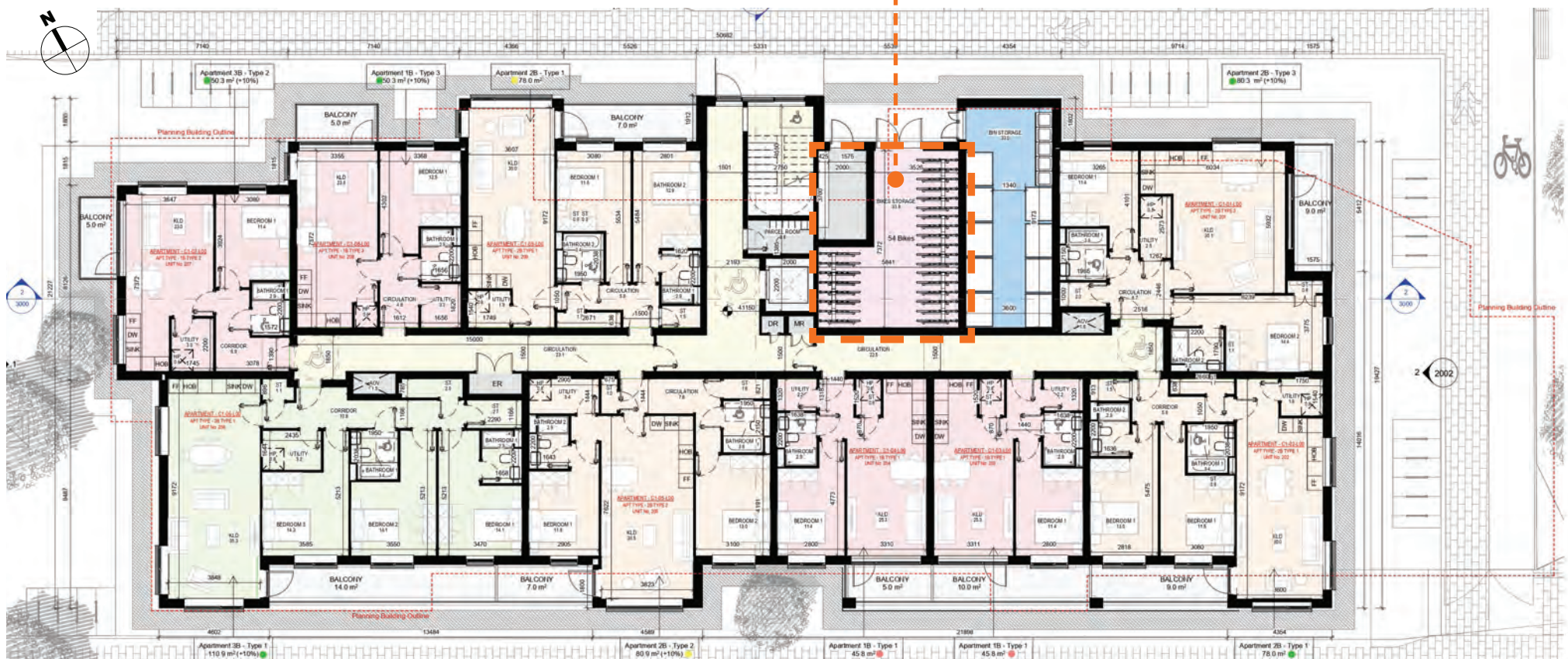


Cycle Parking Located Between Block C and Block E.

34no Designated For Block C

Bicycle Parking Storage:

54no Designated For Block C



Current LRD Application: Block C Proposed Ground Floor Plan

2.0 Cycle Strategy

2.8 Block D & E residents Cycle Parking

Block D & E Cycle Parking Requirements

Block D & E

The residents bicycle storage is proposed within dedicated bicycle storage rooms located within the semi-basement level of the building. The stores can be accessed from entry doors which are accessed directly off the public footpath at the southern end of the semi-basement. (Due to the slopes across the site, the northern end of the semi-basement is mostly buried in the ground while the floor at southern end of the semi-basement is at the same level as the footpath outside).

The location of these cycle stores ensure they are easily access by the residents and safe and secure.

A total of 245no standard bicycle parking spaces are required for Block D & E residents.

All of these are located within the semi-basement of blocks D & E.

The cargo bicycles for Blocks B (partial), C, D and E are located in a dedicated cargo bicycle store which is accessed directly off the southern access routes as illustrated on the adjacent graphic.

| Proposed LRD Application: Block D | | |
|-----------------------------------|--------------|-------|
| | Number Units | % Mix |
| Studio | 0 | 0% |
| No. 1 Beds | 34 | 43% |
| No. 2 Beds | 38 | 48% |
| No. 3 Beds | 7 | 9% |
| Total Units | 79 | 100% |

| | |
|------------------------|-----|
| Dual Aspect Percentage | 41% |
|------------------------|-----|

| Block D LRD Application Bicycle Parking Spaces Required: | | |
|--|------------------------|--|
| | Number Bike Spaces Req | |
| Studio | 0 | |
| No. req for 1 Beds | 34 | |
| No. req for 2 Beds | 76 | |
| No. req for 3 Beds | 21 | |
| Total Cycle Spaces | 131 | |

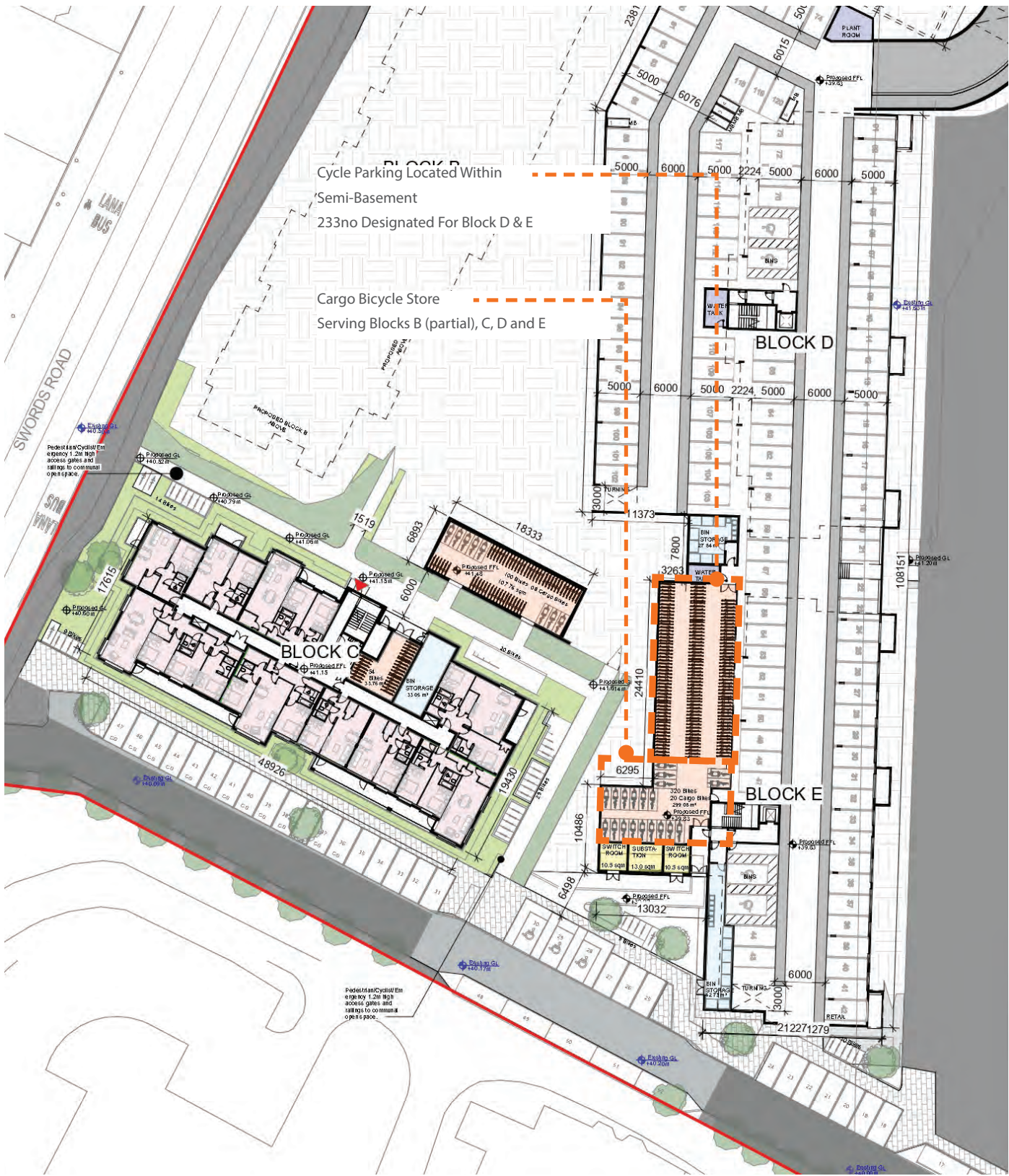
| | |
|-----------------|-----|
| Standard Cycle: | 125 |
| 5% Cargo: | 7 |

| Proposed LRD Application: Block E | | |
|-----------------------------------|--------------|-------|
| | Number Units | % Mix |
| Studio | 0 | 0% |
| No. 1 Beds | 31 | 44.9% |
| No. 2 Beds | 31 | 44.9% |
| No. 3 Beds | 7 | 10.2% |
| Total Units | 69 | 100% |

| | |
|------------------------|-----|
| Dual Aspect Percentage | 45% |
|------------------------|-----|

| Block E LRD Application Bicycle Parking Spaces Required: | | |
|--|------------------------|--|
| | Number Bike Spaces Req | |
| Studio | 0 | |
| No. req for 1 Beds | 31 | |
| No. req for 2 Beds | 62 | |
| No. req for 3 Beds | 21 | |
| Total Cycle Spaces | 114 | |

| | |
|-----------------|-----|
| Standard Cycle: | 108 |
| 5% Cargo: | 6 |



Current LRD Application: Block D & E - Proposed Lower Ground / Semi-Basement Floor Plan

It should be noted that drawings within this document are not to scale

2.0 Cycle Strategy

2.9 Site Cross Sections Through Bicycle Stores



Current LRD Application: Site Cross Section A-A



Current LRD Application: Site Cross Section B-B



Key Plan

2.0 Cycle Strategy

2.10 Blocks F & G Site Plan Cycle Parking

Block F & G Cycle Parking Requirements

Block F & G

The residents bicycle storage is proposed within dedicated bicycle secured stores located on grade in front of the buildings. The stores can be accessed from the street which are accessed directly off the public footpath

The location of these cycle stores ensure they are easily access by the residents and safe and secure.

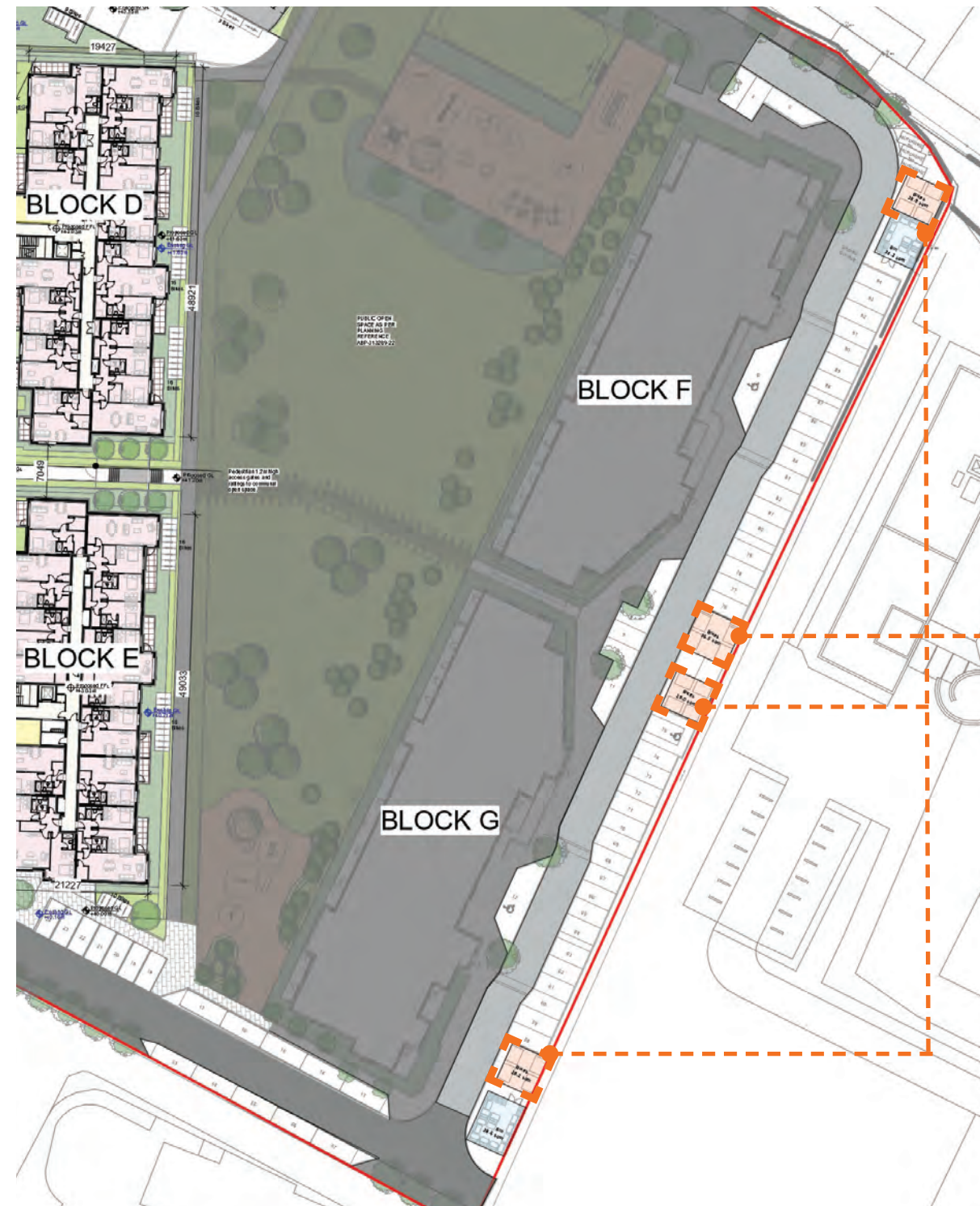
A total of 96no standard bicycle parking spaces are permitted for Block F & G residents.

All of these are located on grade in front of blocks F & G.

Note: There cycle parking layout has been rationalised and provide seure and covered cycle parking fro the residents of Blocks F & G as per the permitted scheme.

The quantum has not changed compared to the permitted.

| Blocks F-G | Quantity |
|--------------------------------|-----------|
| On-grade (secured and covered) | 96 |
| TOTAL | 96 |



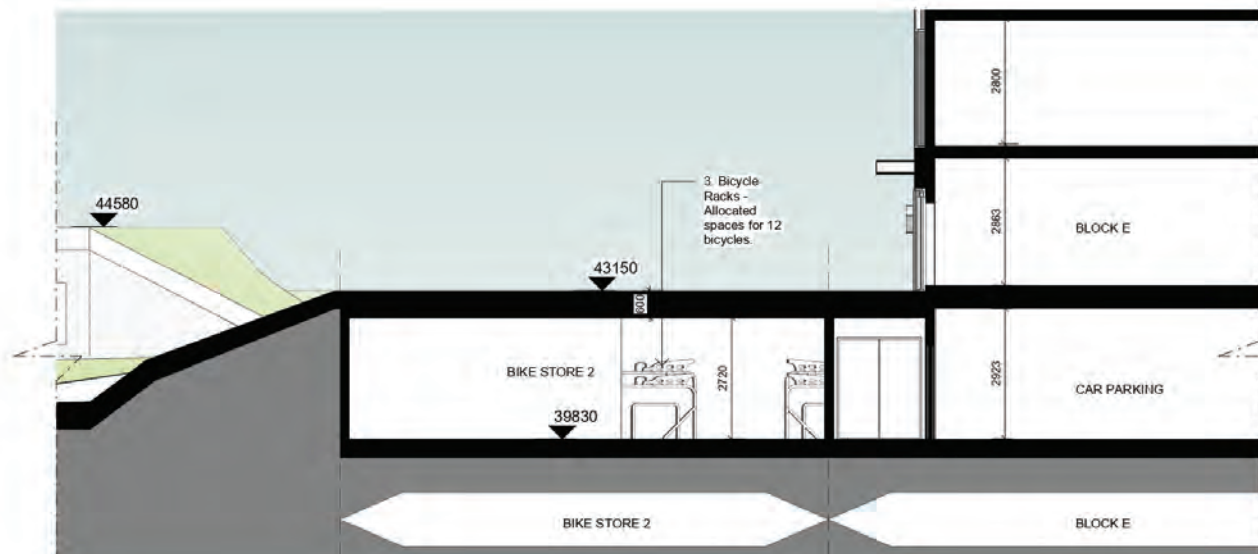
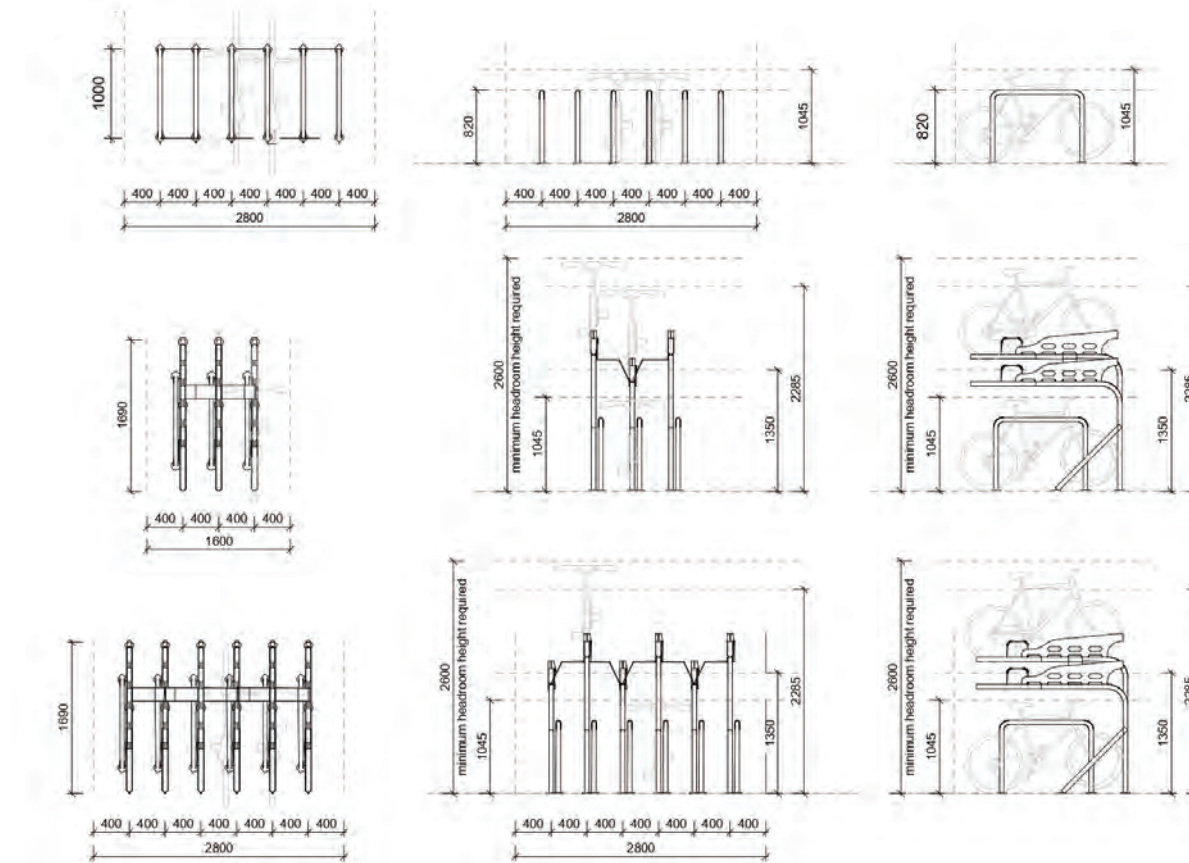
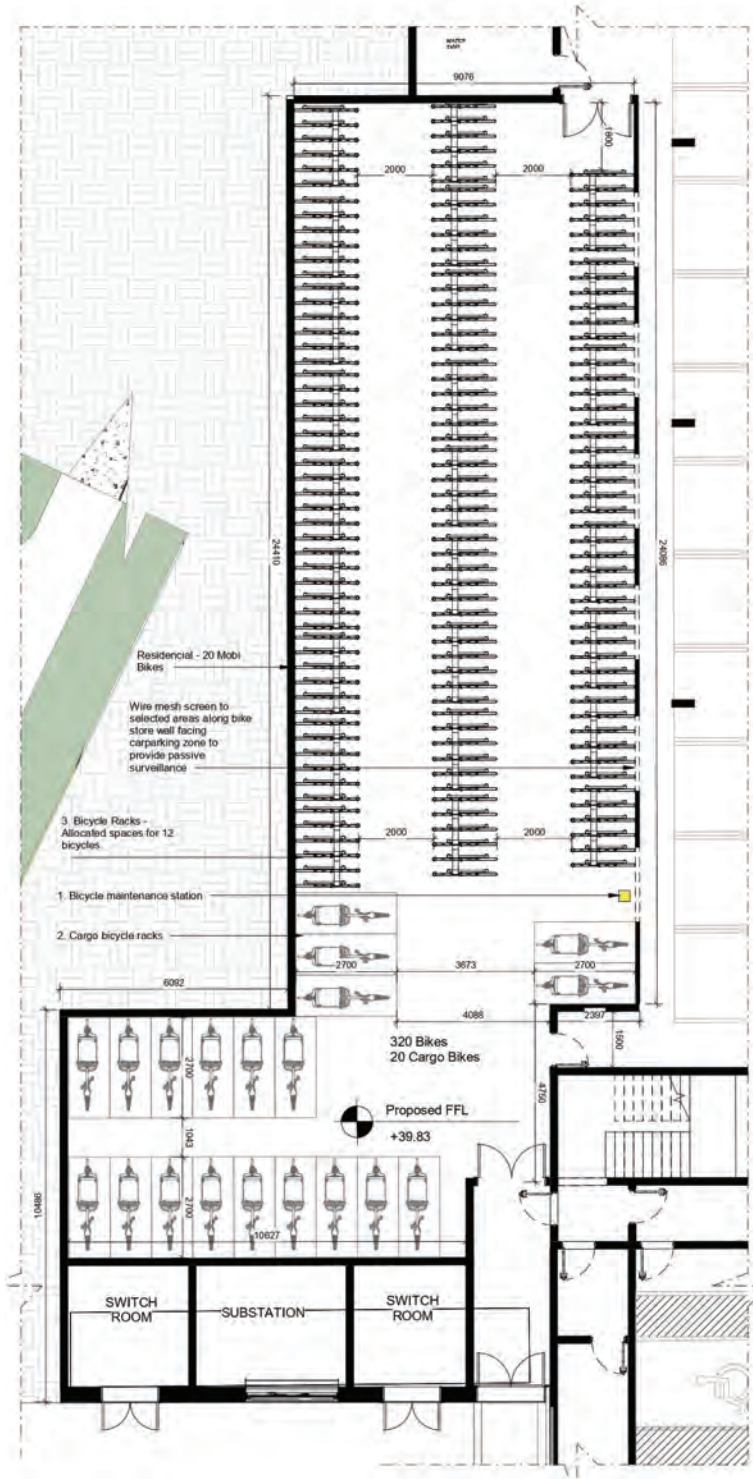
Cycle Parking Located in front of Block F
96no single racks



2.0 Cycle Strategy

2.11 Typical Two Tire Bike Rack - Precedent

Precedent Typical Two Tier Bike Rack



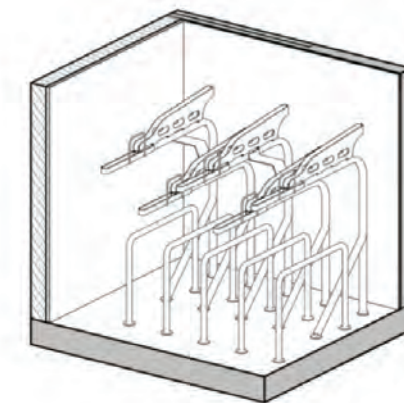
1. Bicycle maintenance station



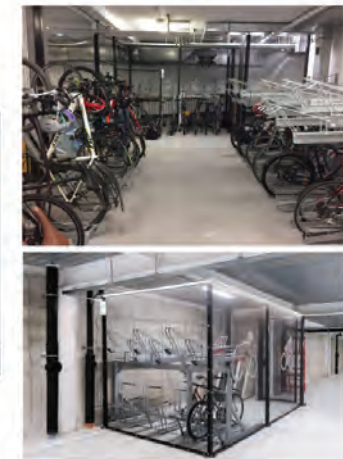
1. Bicycle maintenance station



2. Cargo bicycle racks



3. Bicycle Racks - Allocated spaces for 12 bicycles.



3. Bicycle Racks - Allocated spaces for 12 bicycles.

3.0 Car Strategy

3.1 Additional Car Parking Spaces

Current LRD Proposed Layout: Lower Ground Floor Level

Additional Car Parking Spaces

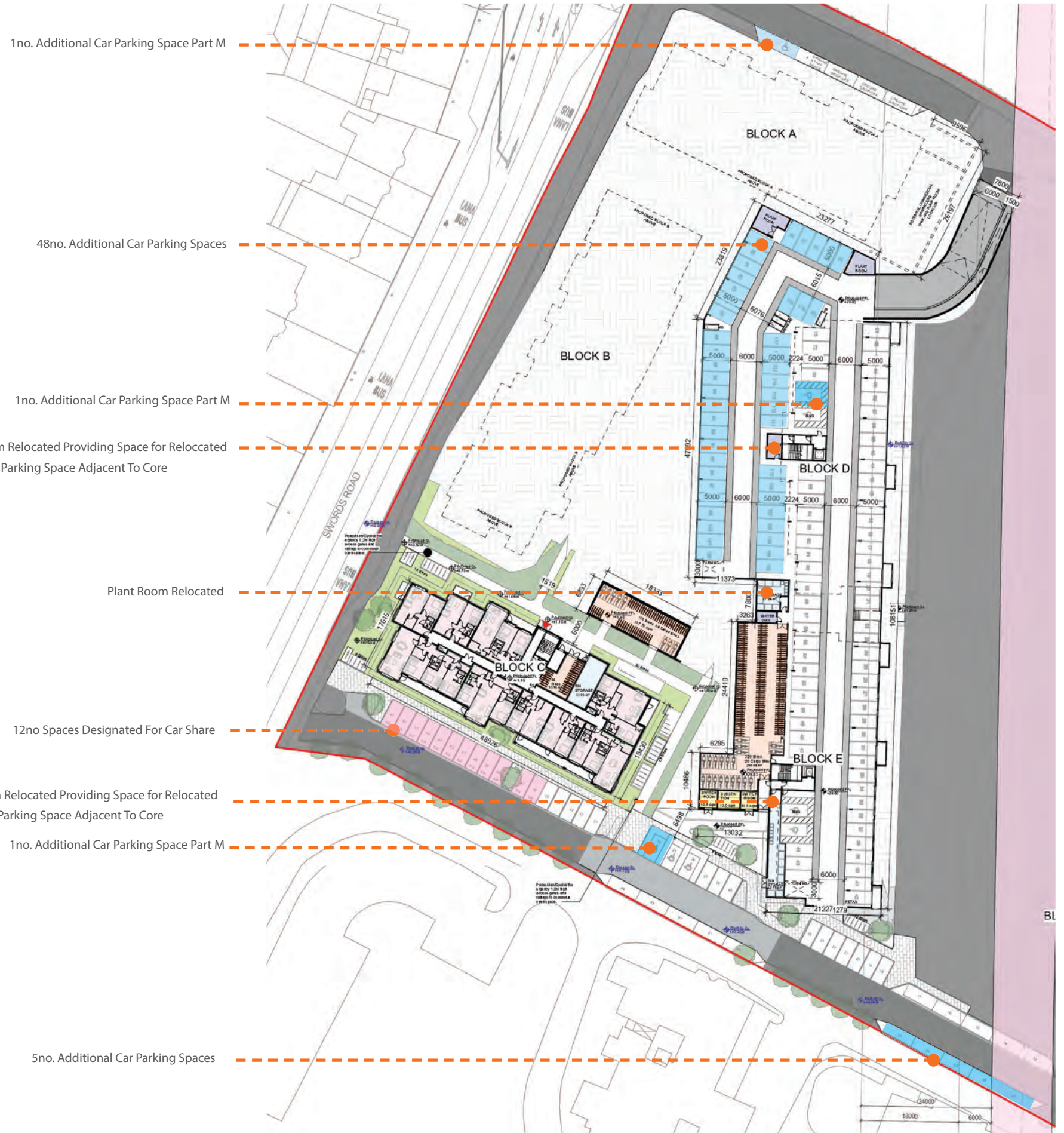
The plant areas within the semi-basement and the car parking layout have been rationalised and relocated providing the opportunity to adjust parking spaces and we have extended the semi basement compared to the original S247 to accommodate the requirements Also a number of additional spaces have been introduced along the southern access road which results in a total of 56no additional car parking spaces.

Car Share Spaces

12no Car Parking spaces at-grade have been assigned as Car Sharing spaces. Their placement at-grade is to enable ease of access to all residents and the wider community.

Legend:

- 56no Additional Car Parking Space
- 12no Car Share Spaces



Current LRD Application: Revised Proposed Lower Ground / Semi Basement Plan

3.0 Car Strategy

3.2 Additional Car Parking Spaces

Car Parking Provided Blocks F & G

s247 Stage Submission

The total residential car parking quantum serving Blocks A-E is 95 no. spaces. This equated to a ratio of: 0.284. Note: There are an additional 43 no. residential parking spaces and 4 no. creche drop-off parking spaces located within the wider development, which brought the total parking quantum to 142 no. spaces serving Blocks A-G (472 no. residential units).

Current Revised Proposal

It is proposed to provide 163 no. residential car parking spaces for the Block A-E component of the development.

Please note there are 49 no. residential parking spaces located within the wider development in front of Blocks F & G. This parking area has been rationalised and achieves 6no. additional car parking spaces. from the permitted scheme. The car parking allocation for Blocks F & G remains unchanged from the previously permitted F & G parking numbers

The wider Hartfield Place development (including Blocks F & G) provides for 189 no. residential parking spaces serving Blocks A-F (472 no. residential units). This equated to a ratio of: 0.40.

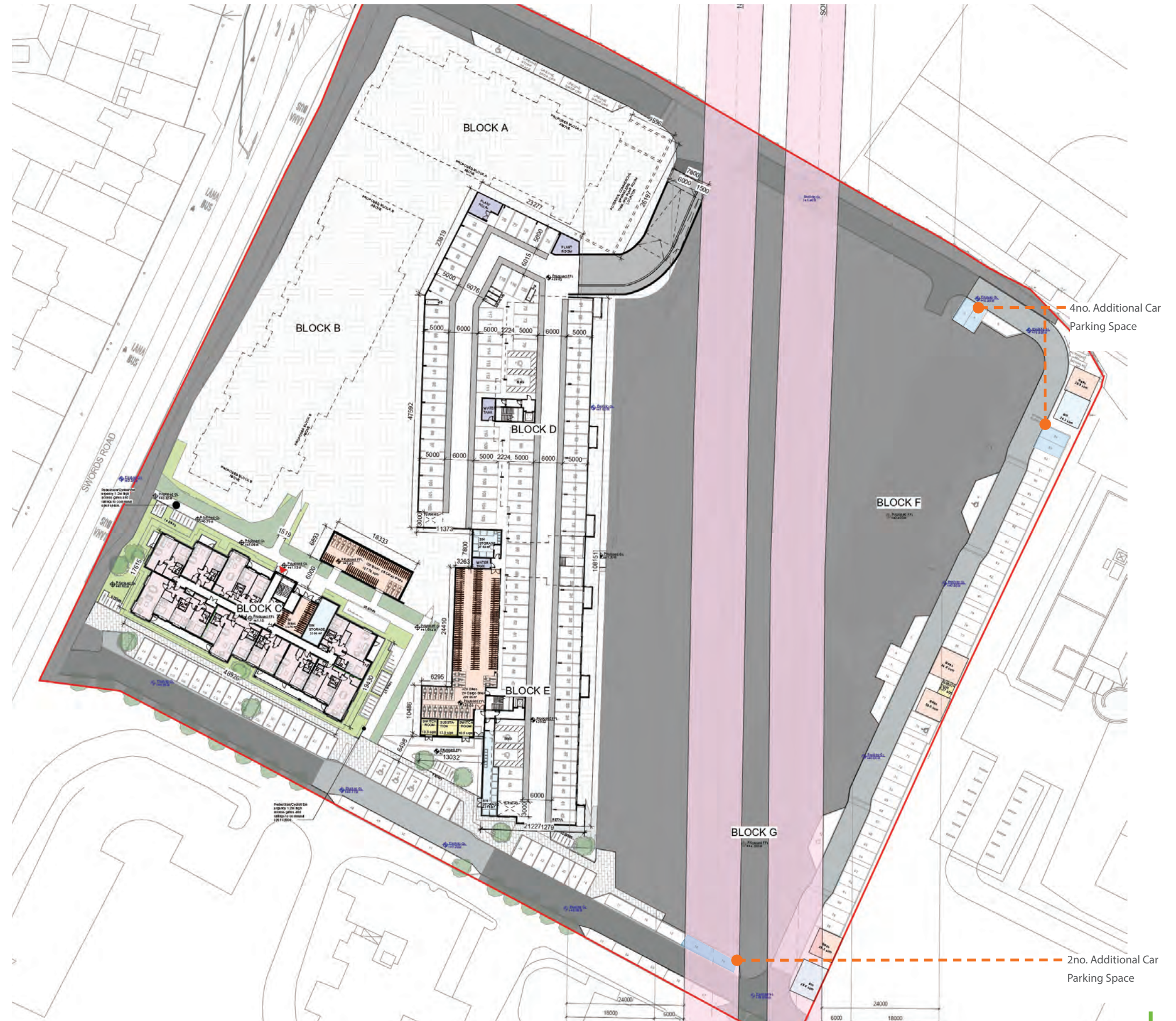
In addition to this residential parking quantum, 12 no. parking spaces dedicated for car club use only are proposed for inclusion in this residential apartment component of car parking.

Additionally 11 no. parking spaces (5% of the total number of spaces at 212 no. spaces) will be designated disabled user car-parking spaces.

Please refer to Chapter 12: Car Parking Proposals within the accompanying Punch Consulting Engineers Memorandum for full details.

Legend:

6no Additional Car Parking Spaces



4.0 Schedule Of Accommodation

4.1 Summary Schedule

Proposed LRD Scheme



| | | | |
|--------------------------------------|--|--|--|
| 18138 Hartfield - Blocks A,B,C,D & E | | | |
|--------------------------------------|--|--|--|

| Floor: | No. 1 Bed Apt. | No. 2 Bed/4P Apt. | No. 3 Bed Apt. | No. Apts. Per Floor | G.I.A (m2): |
|----------------|----------------|-------------------|----------------|---------------------|-------------|
| Ground Floor: | 20 | 17 | 4 | 41 | 4503.7 m² |
| First Floor: | 21 | 24 | 5 | 50 | 4491.68 m² |
| Second Floor: | 22 | 26 | 5 | 53 | 4491.68 m² |
| Third Floor: | 22 | 26 | 5 | 53 | 4491.68 m² |
| Fourth Floor: | 22 | 22 | 5 | 49 | 4151.26 m² |
| Fifth Floor: | 22 | 19 | 3 | 44 | 3641.07 m² |
| Sixth Floor: | 12 | 10 | 3 | 25 | 2099.24 m² |
| Seventh Floor: | 9 | 9 | 1 | 19 | 1606.1 m² |

| | | | | | | | |
|------------------------|-------|-------|----|-----------------|-----|--------------------------|----------|
| Apartment Type Totals: | 150 | 153 | 31 | Total No. Apts: | 334 | G.I.A of Development m2: | 29476.41 |
| | 44.9% | 45.8% | 9% | | | | |

| | | | | | |
|---------------------------------|--------|--------|----------|----------------------|---------|
| Internal Communal Amenity Space | 357 m² | Creche | 406.7 m² | G.I.A TOTAL BASEMENT | 3548 m² |
| Café | 105m2 | | | | |

| | |
|---------------------------------|-----|
| Dual aspects: | 185 |
| | 55% |
| Light achieved from two aspects | 89 |
| | 26% |
| TOTAL | 83% |

| | |
|-----------------|-----|
| Plus 10% Totals | 166 |
| | 50% |

| | |
|-------------------------------|----------|
| Proposed application red line | 27300 m² |
| Hectare | 2.73 Ha |
| Acre | 6.74 Ac |

| | |
|---------------------|---------|
| Public Plaza | 668 m² |
| Creche Open Space | 179 m² |
| Communal Open Space | 2909 m² |



4.0 Schedule Of Accommodation

4.2 Car & Bike parking Schedule A-G

| 18138 Hartfield - Car & Bike parking Overall site | | |
|--|------------|--|
| Car parking - Blocks A-E | | |
| Car parking sharing | 12 | |
| Residential parking spaces | 143 | |
| Part M parking spaces | 8 | |
| Retail/cafe staff space (no residential) | 1 | |
| Creche staff space (no residential) | 1 | |
| Creche drop off (no residential) | 3 | |
| TOTAL | 168 | |
| The above exclude 4 No car parking spaces set downs/creche located outside the red line boundary as permitted under An Bord Plenala reference number 'ABP-313289-22' | | |
| Motorbikes - Blocks A-E | | |
| Total motorbikes paking (Lower GF) | 5 | |
| Cycle Parking - Blocks A-E | | |
| Semi Basement Block D & E - residential | 320 | |
| GF Block A - residential | 48 | |
| GF Block B - residential | 24 | |
| GF Block C - residential | 54 | |
| Ancillary building - residential | 108 | |
| Surface - Landscape - For visitors | 275 | |
| **TOTAL | 829 | |
| **28 No Cargo Bikes parking provided in Lower GF for residents | | |
| Car Parking - Blocks F & G | | |
| Residential parking spaces | 46 | |
| Part M parking spaces | 3 | |
| TOTAL | 49 | |
| Motorbikes - Blocks F & G | | |
| Total motorbikes paking (surface) | 3 | |
| Cycle Parking - Blocks F & G | | |
| On grade (secured & covered) - residential | 96 | |
| TOTAL | 96 | |
| Car Parking - Overall site | | |
| 12 | | |
| 189 | | |
| 11 | | |
| 1 | | |
| 1 | | |
| 3 | | |
| 217 | | |
| Motorbike Parking - Overall site | | |
| 8 | | |
| Cycle Parking - Overall site | | |
| 320 | | |
| 48 | | |
| 24 | | |
| 54 | | |
| 204 | | |
| 275 | | |
| 925 | | |



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 cwoarchitects
 c-w-o-brien-architects
 info@cwoarchitects.ie
 www.cwoarchitects.ie